

**Amendments to the Specification:**

Please replace paragraph [0026] on page 6 with the following rewritten paragraph:

-- The back case 180 of the functioning clock 50 can be formed of metal, but is preferably formed of a strong, lightweight polymeric material such as ABS plastic or a ~~filled-reinforced~~ filled-reinforced polyolefin. The back case 180 preferably includes a removable access cover or panel, which allows for access to the rear side of the face portion when the functioning clock is not mounted to the connecting portion of the hub. Access is necessary in order to change batteries 220, which supply power to the clock mechanism 230. --

Please replace paragraph [0035] on pages 8-9 with the following rewritten paragraph:

-- Fig. 5 is an exploded perspective view showing the various components comprising the wheel assembly shown in Fig. 1. To assemble the wheel assembly 10 according to this illustrated embodiment, the gasket 210 is first secured around the perimeter of the crystal portion 170. Next, the bezel portion 160 is properly positioned over the crystal portion 170 such that the gasket 210 is properly seated between the two components. Next, the face portion 150 of the functioning clock 50 is positioned onto the back case 180 such that the roller bearings 240 are in contact with the inner annular bearing surface 260. To facilitate installation of the face portion 150 in the back case 180, the roller bearings 240 can be spring loaded, which also helps reduce the shock and vibration transmitted to the clock mechanism 230. Once the face portion

150 of the functioning clock 50 is properly positioned within the back case 180, the bezel portion 160 and back case portion 180 are brought together and secured using fasteners 280. The rear access panel of the back case 180 can be removed, if necessary, to facilitate the installation of batteries 220, which are received on the rear side of the face portion 150 on the bottom hemisphere of the face portion 150. A tire 30 is mounted to the rim 20, and then the central portion 60 of the hub 40 is positioned against the axle hub of a motor vehicle. Lug nuts are tightened down on lug studs, which project through the lug holes 80 formed in the central portion 60 of the hub 40. Once the lug nuts have been sufficiently tightened, the functioning clock 50 is mounted to the connecting portion 60 of the hub 40, preferably using locking fasteners 290. The wheel assembly 10 can be removed from the motor vehicle in the reverse order in which it was installed. --